

**MEMORANDUM**

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

DATE: May 30, 2014

SUBJECT: ZC Case No. 06-10C – Second Requested Minor Modification to Building A of the Approved Consolidated Planned Unit Development and Map Amendment for proposed “Arts Place and Shops at Fort Totten”

APPLICATION

The Zoning Commission has approved plans for the construction of a 2,018, 880 gross square foot (GSF) transit-oriented development on 16.67 acres of land between the Ft. Totten Metro station and South Dakota Avenue, just south of Riggs Road, N.E. The Planned Unit Development (PUD) is approved to have an overall floor area ratio (FAR) of 3.08 excluding roadways. Four new three-to-eight story buildings are to replace the 15 walk-up apartment buildings formerly on the site.

The applicant is requesting approval to reduce the required parking from 344 spaces to 264 spaces for the first building to be constructed, Consolidated PUD Building A, and the elimination of all of the sixth and part of the fifth level of above-grade residential parking levels.

Because these parking levels are to be wrapped with single-loaded residential units, the requested parking changes would result in no change to the approved exterior of Building A.

OP RECOMMENDATION

The proposed modification is consistent with earlier Commission and District agency comments. OP **recommends the Zoning Commission approve the requested parking reduction as a minor modification, provided** the applicant supplies the following information prior to the scheduled June 9, 2014 consideration date.

- A comparison of the approved and requested modification to parking totals, square footage, and FAR calculations for all uses in Building A, and for the overall PUD, that would result if the Zoning Commission approves the requested residential parking modifications, and the proposed removal of all of Building A’s parking level six and part of parking level five.
- Revisions to the Exhibit D’s list of proposed modifications to Conditions 6 and 7 of Order 06-10A, to show the portions for which change is request ~~struck through~~ and the proposed revisions **underlined in bold**.
- A consolidated “red-lined” update to all of the Consolidated PUD Order’s conditions, including the revisions requested in this modification.





Figure 1. Site Plan of Building A, the Consolidated PUD. South Dakota Avenue is at the bottom of the drawing

BACKGROUND: BUILDING A – CONSOLIDATED PUD

Building A, the proposed project's southernmost building, constitutes the consolidated PUD. The 214,209 SF site is bounded by South Dakota Avenue, Galloway Street, the existing alley separating the Applicant's property from the apartments to the west, and by a planned extension to Ingraham Street that the applicant would build. Its site plan is illustrated in Figure 1. It would be a mixed-use building with two levels of retail, a parking podium with approximately 100,000 square feet of retail uses (only half of which would be FAR countable), and approximately 187,000 square feet of FAR-countable parking. Atop the podium would be three structures containing approximately 529

residential units, communal functions for recreation and day care and some above-ground parking. Grade changes and architectural design allow these different uses to function as one building for zoning purposes and still have separate entrances and street orientations.

The Building A site has a C-2-B zone designation under a PUD-related map amendment

CONSENT CALENDAR AND MINOR MODIFICATIONS PROCEDURES

Section 3030 of the Zoning Regulations, Consent Calendar, states:

3030.1 The purpose of this section is to create an expedited procedure to be known as the "Consent Calendar." The procedure shall allow the Commission, in the interest of efficiency, to make, without public hearing, minor modifications and technical corrections to previously approved final orders, rulemaking, or other actions of the Commission, including corrections of inadvertent mistakes.

3030.2 For purposes of this section, "minor modifications" shall mean modifications of little or no importance or consequence.

3030.13 All relief granted by the Commission under this section shall be consistent with the intent of the Commission in approving its original order, map, plan, rulemaking, or other action or relief proposed to be modified or corrected and shall not substantially impair the intent, purpose, or integrity of the zone plan...

As noted by the applicant, the Commission had previously requested the applicant consider overall reductions to the amount of parking to be provided in the PUD. OP has also requested such reductions, beginning with the initial conversations with the applicant in 2005. The requested modification is consistent with this earlier guidance. With the approved mix of uses within the PUD, and the adjacency to a Metrorail transfer station between the Red and Green lines, the PUD has considerable access to transit and offers many possibilities for shared parking within the PUD and with nearby uses. When the PUD is completed, the development will have a potentially high walk-score due to the PUD's mix of uses, its transit-adjacency, and

its proximity to the major retail and residential offerings now under construction within two blocks of the site.

As the following OP table indicates, even after the requested reduction, the residential portion of the Consolidated PUD would have a parking ratio well in excess of the minimum required for a residential development in a C-2-B zone.

Table 1. Comparison of Dwelling Unit (DU) Counts and Residential Parking Ratios for Building A							
Approved PUD Unit Range		By-Right C-2-B Pkg. Spaces	By-Right, Pkg. Space per Unit	PUD Approved Pkg.Spaces	PUD Approved Pkg.Space per DU	Proposed Parking Spaces	Proposed Pkg. Space per DU
Max.	510	169	1 for 3	344	1 for 1.5	264	1 for 1.9
Min.	550	182	1 for 3	344	1 for 1.6	264	1 for 2.1

OTHER GOVERNMENT AGENCY AND PUBLIC COMMENTS

No government agency comments have been filed. However, the District Department of Transportation (DDOT) has indicated in conversations with OP that it has no objections to the requested modifications, which are consistent with its transit oriented development policies.

The applicant presented the minor modification request at a meeting hosted by the ANC 5A single member district representative. The applicant states that no concerns were expressed. There is no ANC letter in the case file.

JLS / Stephen Cochran – project manager